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[HF 629](#) – Automated Traffic Enforcement Systems, Primary Roads (LSB2142HV)  
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Fiscal Note Version – New

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## **Description**

[House File 629](#) regulates the use of automated traffic enforcement (ATE) systems by local authorities on the primary road system and prohibits the use or ownership of any ATE devices by the Iowa Department of Transportation (DOT). The DOT is also prohibited from receiving any financial payment from ATE systems.

Prior to utilizing an ATE on the primary road system, a local jurisdiction must receive approval from the DOT through submittal of a justification report that details the need for an ATE system based on a variety of factors as detailed in the Bill. The DOT must approve or deny ATE system requests within 90 days of receiving a completed justification report. The DOT must post the local jurisdiction's request and justification report on its website.

The Bill establishes the location and method that ATE systems may be installed and requires local jurisdictions to post signs in advance of locations where ATE systems are in use. ATE systems must be calibrated quarterly for fixed locations and prior to use for mobile ATE systems. ATE systems must be used in conjunction with conventional law enforcement methods and not as a replacement.

On or before May 1 each year, a local jurisdiction with an ATE system must evaluate the effectiveness of the system and report the finding to the DOT. The DOT must review the annual reports and determine whether continued use of the ATE system is justified. A local jurisdiction may appeal a decision made by the DOT.

## **Background**

As of March 2022, the Legislative Services Agency (LSA) is aware of 19 cities and towns in Iowa that operate an ATE system or systems, including Sioux City, Cedar Rapids, Davenport, Muscatine, Fort Dodge, Council Bluffs, Des Moines, Waterloo, Fayette, West Union, LeClaire, Strawberry Point, Hudson, Chester, Buffalo, Bellevue, Miles, Independence, and Oelwein. Data is not available at this time regarding the use of ATE systems in additional cities or towns. As of March 4, 2023, the LSA obtained data from Davenport, Des Moines, Muscatine, and Cedar Rapids regarding their current ATE systems. Oelwein and Hudson recently implemented ATE systems and do not have a full year of data.

**Table 1** provides data obtained by the LSA on the number of ATE devices, base cost per violation, vendors' share of revenues, and local authorities' share of revenues for the last full fiscal year. **Table 2** provides the number of ATE systems used by local authorities on primary roads.

**Table 1 — FY 2022 Estimated Violations and Revenues from ATE Devices**

Local Authority	Number of Mobile ATEs	Total Number of Operating ATEs	Number of Violations Issued	Number of Violations Collected	Base Fine Per Violation*	Vendor Revenue	Local Authority Revenue
Cedar Rapids	2	19	187,575	108,557	\$ 75	\$2,439,845	\$ 8,307,136
Council Bluffs	0	15	17,059	10,083	100	381,482	712,696
Davenport	4	18	43,327	21,357	65	647,671	1,720,046
Des Moines	2	11	116,918	76,960	65	1,735,109	3,267,303
LeClaire	1	5	79,922	69,341	50	2,323,790	2,428,840
Muscatine**	1	9	12,177	7,590	75	208,224	474,695
Sioux City	2	9	9,775	4,038	100	264,240	169,376

\* Lowest violation amount. Actual violation amounts may increase depending on miles over the legal speed limit.  
 \*\* Figures provided for Calendar Year 2022.  
 Source: Local authorities

**Table 2 — Local Use of ATEs on Primary Roads**

Local Authority	Number of Stationary ATEs on Primary Roads	Mobile ATEs Utilized on Primary Roads
Cedar Rapids	14	No
Council Bluffs	2	No
Davenport	11	Yes
Des Moines	4	No
LeClaire	4	Yes
Muscatine	2	No
Sioux City	2	Yes

**Assumptions**

The impact of House File 629 on the continued use of ATE systems already in operation on primary roads is unknown.

**Fiscal Impact**

The fiscal impact, if any, to local governments is unknown at this time. **Table 3** shows each city’s use of ATE system revenue.

**Table 3 — Local Uses of ATE System Revenue**

Local Authority	Uses
Cedar Rapids	Public safety positions, equipment, and programs
Council Bluffs	General Fund
Davenport	General Fund
Des Moines	Des Moines Public Safety Radio System and Iowa Statewide Interoperable Communications System
LeClaire	General Fund
Muscatine	Police department personnel costs
Sioux City	Public safety expenses

**Sources**

Local authorities  
Iowa Department of Transportation  
Legislative Services Agency analysis

/s/ Jennifer Acton

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The fiscal note for this Bill was prepared pursuant to [Joint Rule 17](#) and the Iowa Code. Data used in developing this fiscal note is available from the Fiscal Services Division of the Legislative Services Agency upon request.

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